

Message Text

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E.O. 11652: GDS

TAGS: MARR, MCAP, US, NATO

SUBJECT: CEP: NATO CIVIL RESERVE AIR FLEET (CRAF)

REF: A) USNATO 2232; B) USNATO 3189 (NOTAL); C) USNATO 1840
(NOTAL); D) USNATO 3355 (NOTAL); E) USNATO 6011 (NOTAL)

1. US SHOULD STIMULATE ACTION ON GENERAL PROPOSALS ALREADY MADE IN THE DPC TO IMPROVE COLLECTIVE AIR TRANSPORT CAPABILITY (CIVIL AND MILITARY) WITHIN THE ALLIANCE (REFS B, C, AND D). SECRETARY SCHLESINGER FIRST RAISED MATTER TO HIGH LEVEL AT DECEMBER DPC MINISTERIAL BY PROPOSING THAT ALLIES WORK WITH THEIR NATIONAL AIRLINES TO ENSURE CONVERTIBILITY OF THEIR AIRCRAFT FOR CARGO AIRLIFT (REF E). MISSION UNDERSTANDS THAT SUBSEQUENTLY, DURING MAY 20 DISCUSSION WITH SYG LUNS REGARDING STRATEGIC AIRLIFT, SECRETARY SCHLESINGER SAID THAT IF US HAD USE OF 100 AIRCRAFT FROM EUROPE, IT COULD MOVE US DIVISIONS TO EUROPE AS FAST AS THE SOVIETS COULD MOVE THEIR DIVISIONS INTO EASTERN GERMANY. CONVINCED OF NECESSITY FOR NATO ACTION, SYG LUNS INFORMED SECDEF HE INTENDED TO SUGGEST THAT EUROPEAN CAPITALS
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PREPARE THEIR CIVIL AIR FLEETS FOR EMERGENCY USE. OUR GOAL, THEREFORE, IS TO MOVE EUROPEANS TOWARD ACTION IN THAT DIRECTION AS CALLED FOR BY SECRETARY SCHLESINGER, SYG LUNS, AND AMBASSADOR MENZIES (CANADA).

2. MENZIES HAS NOT YET CIRCULATED LETTER FORMALLY OUTLINING CANADIAN THINKING FOR A STUDY TO IMPROVE ALLIANCE CIVIL AND MILITARY TRANSPORT CAPABILITY, BECAUSE HE HAS BEEN UNABLE TO LOCATE AND ANALYZE STUDY OF AIRLIFT CAPABILITIES WHICH STG LUNS SAID HAD ONCE BEEN CONDUCTED BY NATO (REF B). AT ANY RATE, WE BELIEVE THAT ANOTHER GENERAL STUDY OF THE PROBLEM WILL NOT MOVE OUR EUROPEAN ALLIES TOWARD ACTION. THE PROBLEM HAS ALREADY BEEN STUDIED AND DISCUSSED BY NATO CIVIL EMERGENCY PLANNING COMMITTEES OVER THE YEARS WITHOUT ACHIEVING ANY EUROPEAN COMMITMENT (OR EVEN SUGGESTIONS) ON HOW EUROPEAN CIVILIAN AIRCRAFT COULD BE USED TO SUPPLEMENT MILITARY AIRLIFT IN TIMES OF CRISIS OR WAR, SINCE CIVIL PLANNERS LACKED AN APPRECIATION OF MILITARY REQUIREMENTS. THE NATO INTERNATIONAL MILITARY STAFF (IMS) BY LETTER IMSM 64-74 OF 18 FEB 74 REQUESTED THAT SHAPE PROVIDE SOME ILLUSTRATIVE EXAMPLES OF POSSIBLE MILITARY REQUIREMENTS FOR CIVIL AIRLIFT IN CRISIS AND WAR. WHEN COMPLETED THIS PAPER WILL BE FORWARDED TO CEP'S CIVIL AVIATION PLANNING COMMITTEE.

3. AGREEMENT IS NEEDED IN THE DPC THAT THE ALLIANCE REQUIRES FIRM ARRANGEMENTS FOR REINFORCEMENTS AND SUPPORT OF FORCES USING CIVIL AIRLIFT AUGMENTATION OF MILITARY CAPABILITIES. AS A FIRST STEP, THE DPC SHOULD DIRECT THE MILITARY COMMITTEE TO ASK ALLIED AIR STAFFS FOR AN EVALUATION OF EUROPEAN AIRLIFT SUPPORT AND RECEPTION FACILITIES FOR INTER-AND INTRA-THEATER REQUIREMENTS, RECOGNIZING THE WORK UNDERWAY AT SHAPE. THE DPC DIRECTIVE SHOULD MAKE IT CLEAR THAT THIS WOULD BE A FIRST STEP TOWARD THE DEVELOPMENT OF EQUITABLE ARRANGEMENTS FOR SECURING CIVIL AIR RESOURCES WHICH MIGHT BE EARMARKED FOR THE INTER- AND INTRA-THEATER MOVEMENT OF PERSONNEL, EQUIPMENT, AND MATERIAL.

4. MISSION CONSIDERS PROMPT ACTION IN THIS AREA AN IMPORTANT STEP IN THE DEVELOPMENT OF PRESSURE TO SECURE UNDERSTANDING OF THE NEED FOR A CIVIL AIR CAPABILITY AVAILABLE FOR RAPID DEPLOYMENT OF REINFORCEMENTS. THEREFORE, WE PROPOSE TO MAKE THE FOLLOWING STATEMENT AT AN EARLY DPC MEETING TO FOLLOW UP ON SECDEF'S STATEMENT FOR THE DPC RECORD AT THE JUNE MINISTERIAL (REF D).

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5. BEGIN TEXT. ON SEVERAL OCCASIONS IN THIS COMMITTEE, STATEMENTS HAVE BEEN MADE CALLING FOR NATO PLANNING FOR THE USE OF THE CIVILIAN AIR RESOURCES OF ALLIANCE MEMBERS IN TIME OF WAR OR CRISIS. EARLIER THIS YEAR, THESE STATEMENTS WERE MADE IN THE CONTEXT OF OUR DISCUSSIONS OF LESSONS FOR NATO FROM THE 1973 MIDDLE EAST WAR, WHICH MADE CLEAR THE IMPORTANCE OF AIRLIFT CAPABILITY IN MAKING POSSIBLE AN EFFECTIVE AND RAPID BUILD-UP OF EQUIPMENT AND SUPPLIES. MOST RECENTLY, IN DISCUSSING RAPID REINFORCEMENT AND RECEPTION, SECRETARY SCHLESINGER'S STATEMENT FOR THE RECORD AT THE DPC MEETING JUNE 14 STRESSED BOTH THE IMPORTANCE OF EUROPEAN AIRCRAFT TO ENHANCE ALLIANCE CAPABILITY FOR MOVING US TROOPS TO EUROPE AND THE NEED FOR EXPANDED AND IMPROVED RECEPTION ARRANGEMENTS AND FACILITIES. I PROPOSE THE DPC

REQUEST THAT:

A) THE MILITARY COMMITTEE TAKE MEASURES TO: 1) IDENTIFY AIRLIFT REQUIREMENTS IN CRISIS AND WAR; 2) STATE CAPABILITIES TO MEET REQUIREMENT; 3) IN EVENT OF DEFICIENCIES, IDENTIFY TYPES OF CIVIL AIRCRAFT CAPABLE OF MAKING LIFTS; 4) IDENTIFY AIR FIELDS NEEDED FOR RECEPTION OF REINFORCEMENTS AND SUPPORT OF COMBAT OPERATIONS; 5) PROVIDE INFORMATION ON OTHER FACTORS CONSIDERED IMPORTANT; AND, 6) PROVIDE RECOMMENDATIONS TO DPC AND NATIONS.

B) THE SENIOR CIVIL EMERGENCY PLANNING COMMITTEES SHOULD:
1) IDENTIFY AIRLIFT REQUIREMENTS FOR CIVIL PURPOSES; 2) DEVELOP AGREED CIVIL/MILITARY PROCEDURES FOR HANDLING REQUESTS FOR AIRLIFT;
3) DISCUSS ARRANGEMENTS FOR CLEARANCE OF AIRHEADS OF CARGO AND PERSONNEL; 4) DEVELOP PROCEDURES/ARRANGEMENTS FOR CORDINATION OF CIVIL AIRLIFT CAPABILITY MADE AVAILABLE TO THE ALLIANCE; AND,
5) REEXAMINE CONCEPTS CONCERNING EVACUATION/DISPERSAL OF CIVIL AIRCRAFT UNDER CURRENT ASSUMPTIONS.

THE UNITED STATES BELIEVES THAT THIS APPROACH SHOULD PROVIDE A SOLID BASIS FOR FUTHER DPC AGREEMENT ON A CIVIL AIRCRAFT MOBILIZATION POLICY, WITH AIRCRAFT INITIALLY EARMARKED FOR INTER-AND INTRA-THEATER AIRLIFT OF PERSONNEL, EQUIPMENT, AND MATERIEL. END TEXT.

6. COMMENT: IT IS SUGGESTED FACTS AND FIGURES ON AIRLIFTED REINFORCEMENTS BE PROVIDED WHICH DEMONSTRATE THE FEASIBILITY
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TO THE EUROPEANS OF MEETING RECENT SECDEF STATEMENTS IN THE MINISTERIAL. THIS SHOULD BE PROVIDED ON A UNILATERAL BASIS AS THE FIRST PHASE OF GETTING THIS EFFORT UNDER WAY QUICKLY. AS THE SECOND PHASE SACEUR CAN THEN EXAMINE THE INTERNAL MECHANICS AND POSSIBLE REQUIREMENTS OF OTHER NATIONS. THE POSSIBLE OPTIONS AVAILABLE BY USE OF EUROPEAN AIRLIFT AUGMENTATION COULD THEN BE PRESENTED TO THE DPC FOR FINAL DECISIONS.
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